

TONOPAH DAILY BONANZA

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FOREST PROTECTION WEEK

If the people of the United States are obedient to the proclamation of President Harding they will see aside the week of May 22-28 for the special study of forest protection. This is an admirable idea. If by any means the American people can be interested for a week or even for an hour in the subject of conservation of our natural resources, one of the first factors in it which should be called to their attention is the present almost idiotic lack of policy with reference to our future timber supply.

The president's proclamation calls attention to the fact that during the past year 1,500,000 acres of timber land were laid waste by fire, causing a loss of \$20,000,000. This loss, the president says, if repeated, will cause a future timber shortage.

Such figures are frequently quoted and seem to get away without intelligent comment as to what they actually mean. What kind of timber lands are they that can be laid waste and result in loss of less than \$2 per acre? They are the lands that ought to be producing timber, but are not. They are the lands from which former lumber barons ruthlessly hacked the cream of the forest, leaving growth that ever stood in the world and left the slashings littered with brush, tops and shivered trunks and saplings to be the prey of locomotive sparks and abandoned camp fires.

And year by year as the dry season comes on these despoiled hills sweep over vast areas upon which should be growing the timber supplies for the coming generation. Meanwhile, the lumbering interests, pursuing the same methods, have moved on to devastate the forests of the south and the west. Among those who are clamoring for the government to spend millions of dollars in reforestation are these same lumbermen who are responsible for a situation which cannot be paralleled in any other civilized country in the world.

A "Forest Protection Week" is an excellent proposal, and during its observance the people of the United States should consider ways and means of making the interests which have slaughtered the country's magnificent timber crop take up a large part of the burden of restoring it.

A SWISS MERCHANT MARINE

The ancient jokes concerning the Swiss navy always was discounted slightly by the fact that Switzerland did own a few vessels operating on Lake Geneva, and now if present plans go through she will possess a genuine if not very extensive merchant marine trading with the nations of the earth.

Several schemes for connecting Switzerland with the sea are in contemplation. One is her own government's plan for constructing a ship canal connecting the Rhone with the Rhine, running from Geneva to Basel. This would utilize the waters of the lakes of Geneva, Neuchâtel and Biel. France has a project for joining the port of Versailles with Lyons and Geneva by way of the Rhone. Switzerland then would have hope of getting to the Mediterranean with her boats by the southern route and to the North Sea at the Rhine. Belgium has been talking of a connection by river between Antwerp and the Rhine, and Germany of connecting the Rhine with the Danube. And even Italy has been figuring to see whether her port of Genoa cannot be joined with Lake Maggiore by means of the river Po. It is said that the water is deep enough at the Swiss end of the lake for ocean liners, so it may be possible some day to take a ship from Switzerland to New York.

Today Europe is far ahead of America and the rest of the world in the development of internal waterways as to be in a class by itself. The proposed additions would greatly increase the commercial prosperity of the continent. A collateral advantage at this time from the launching of one or more of these enterprises would be the furnishing of employment to many thousands of men. A veritable army of workers would be required.

It is a consideration which European nations probably will not ignore in this period of distress due to unemployment.

EMOTION TESTS

In one way or another we measure many things today which years ago eluded our instruments and

powers of perception. Not satisfied with computing the speed and size and weight of things in the external world, we finally took to measuring the human mind. By a series of ingeniously arranged problems of one kind or another any individual may find out whether he belongs at the foot of the class or at the head of it. For educational purposes these tests are said to have no little value.

Compared, however, to the latest thing in measurements, this mental testing is of little consequence. For we are about to measure emotions. Of course the thing is not entirely new, but it has reached a stage in which it is altogether workable and its results quite dependable. We can now determine fairly accurately to what extent an individual is moved by his thoughts and feelings.

The machinery with which this measuring is accomplished may still be somewhat intricate and hard to purchase in the open market, but in time it will no doubt be installed in every well-equipped home.

The husband coming home late to the evening meal may then find out by measuring her psychogalvanic reflex just exactly how strongly his wife feels over his dereliction. With out this new measuring device he has to take her word for it, and this is at times annoying. She is likely to overstate the case.

And the landlord, too, coming in for his overdue rent—what a relief it will be to be able to take a meas-

have to depend on his unseasonable statement of how he feels about the matter of deferred payment. He may bluster and threaten, but with this device which measures his psychogalvanic reflex, the only sure gauge of human temperament, we may determine exactly how he feels and get on paying him another week.

Of course this device will prove an advantage to the bill collector. He will know just how far he has to go to make his victim overcome the aversion to paying the bill. Mother will now be able to tell whether her daughter's aversion to dishwashing is real or feigned. This is will be seen that the measuring of emotions removes a good share of guesswork from life. With the aid of science we shall presently all understand each other better. By all means, let us develop this measuring of emotions.

MAY LIFT BAR ON AUTOMOBILES

(By Associated Press)
HAMILTON, Bermuda, April 22.—Renewed efforts to enact a law permitting the use of automobiles in Bermuda have been made this spring by members of the Bermuda assembly.

These islands have held out thus far against what is considered a "dangerous innovation," but there is a strong party for rapid transit. The chief opponents of automobiles are American winter residents and tourists. Mrs. Vincent Astor, of New York, who has been occupying a residence on Hamilton Harbor for the past two seasons, sent a letter to the local newspaper objecting to their introduction on the island.

As this colony has only a little more than 19 square miles of area, visitors do not regard motor transport as a necessity. Since the island of Nantucket admitted automobiles, this is about the only civilized place from which they are barred.

EXPECT TO STOP BOOZE RUNNING INTO VERMONT

BURLINGTON, Vt., April 22.—Smuggling of whiskey across the Canadian border into Vermont will be virtually restricted after May 1 to the small supply that may trickle in through canteens, bootlegs and hip-pockets, in the opinion of prohibition agents here.

On that date a dominion law limiting each purchase of whiskey to a single quart becomes effective. While beer and wines flow freely north of the line, United States officers do not anticipate any flood on this side because profits in these light liquors are too small to tempt the run-runners.

Recent seizures have indicated a concerted effort to rush large stocks of whiskey into the state before the Canadian one-quart limit is enforced. Automobile traffic, formerly the principal underground source, is less used nowadays, but now and then a loaded car is caught slipping with muffled motor along the bypaths of the border. Scores of machines have been abandoned recently by parties that were checked by vigilant guards.

Most of the shipments, however, have been made by freight car in recent months. False sides have been built into lumber cars and whiskey in large quantities concealed in skillfully constructed bins. Spirits have come across the line also hidden in hay, grain, potatoes and shipments of a similar nature. Some have fallen into the revenue officers' hands before leaving the railway tracks.

Capture of liquor cached in freight cars however is more or less a matter of luck, the enforcement agents admit, and this is the chief reason for the use of this means of smuggling by the men who thereby avoid risk of their persons or automobiles.

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D. F. Murphy, president; J. M. Fenwick, vice-president; E. Lang, secretary.

This company has been organized to take over the property and plant of the original Trilby Divide Mining Company which has been lost to the old company upon judgment, execution and sheriff's sale. Stockholders of the old company may obtain shares in the

New Trilby Divide Mining Co.

upon the surrender of the old certificates and the payment of 10¢ per share on or before the 31st day of March, 1921, after which date no further exchanges will be made. The Trilby consists of four claims lying between the Rosetta and Gold Seam; has a shaft 180 feet deep, full working equipment, has splendid surface showings and is well worthy of development. We advise our customers who are not holders of Trilby stock to pick up, if possible, some of the old stock and pay the assessment. It will surely make you a big profit.

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All churches and charitable organizations free.
REN T. BOWEN

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BUSINESS

PROFESSIONS

TRADES

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REN T. BOWEN

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ANNOUNCEMENT CALIFORNIA PETROLEUM AND REFINING COMPANY OF COLUSA COUNTY, CALIFORNIA

THE OIL INDUSTRY, this company owns a perpetual lease upon 720 acres, right in the heart of the new oil district in Colusa County California and is now prepared to take subscriptions for treasury stock. The directors of this company a short time ago, authorized the sale of 100,000 shares of the Treasury stock at 25¢ per share, but since that time the company has practically made arrangements with the California Corporation Commission to sell its stock in that state, and when those arrangements have been completed the company will open an office either in San Francisco or Los Angeles and the price of the stock will be raised to 50¢ per share.

STATEMENT OF
MR. T. J. MEDDOCK
THE CALIFORNIA PETROLEUM
AND REFINING COMPANY
Gentlemen:

I take pleasure in sending you a brief statement upon your oil holdings of Colusa Co. California.

First of all, you are centrally located in what is almost certain to be in the near future one of the great oil producing districts of California. Next in



TO THE PUBLIC

After studying the outlines of this wonderful structure in the picture herewith presented and considering its significance in the oil world you should not fail to grasp the opportunity now available, visit our office now open, and see samples of oil produced in that district. The highest grade lubricating oil yet discovered, and brings the highest price paid for a crude product, also specimens of the formation, an oil shale with all sorts of fossils and shells cemented together. Although the district is quite new there are many drills now at work and many more will be working soon.

line is that most wonderful structure commonly called a "dome" or sign post for geologists. Undoubtedly this dome was forced up by great pressure, for it seemingly has no connection whatever with a glacier slide, considering the distance it lies from the nearest mountains, which is a low range, and practically only foothills.

The quality of the oil produced in that section is almost without an equal, and according to a cross section map made by the Tuscan Oil Company which is operating in that district, which I have examined thoroughly, and no doubt that company has proven to be correct, by the drillings of their well. I find that the formation and all surface indications are most excellent. After a further and more thorough examination which I will make very soon I will forward to you a full detailed report, and the possibility of your property.

Respectfully
(Signed) T. J. MEDDOCK,
Licensed and Authorized Engineer of the State of California.

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